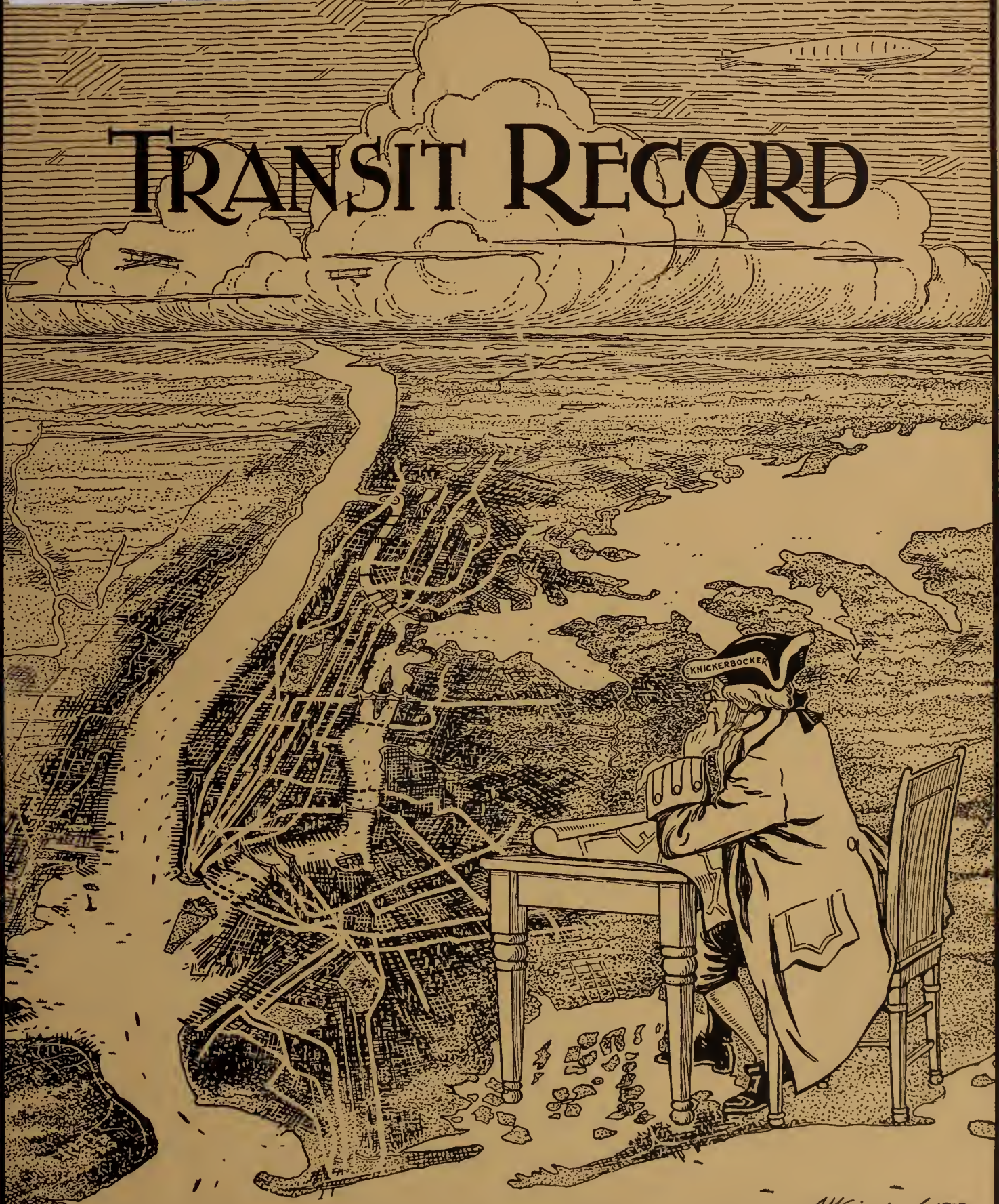


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TRANSIT RECORD



VOLUME 3

DECEMBER 1923

NUMBER 6

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At 49 Lafayette Street, New York City

VOL. III

December, 1923

No. 5

THE NEW ROUTES

BY A. I. RAISMAN

Division Engineer

IN the November issue a description of Route 78 was printed. This month the other of the two new routes, known as No. 70, will be taken up.

Route No. 70 has also been legalized as a four-track line, although it is planned to construct only the two westerly tracks at this time. At the northerly end it begins as a connection with the 60th Street tunnels known as Route No. 61, at a point in Queens near North Jane Street and Vernon Avenue, extends easterly under North Jane Street and thence curves southerly under private property to Jackson Avenue; thence southerly under Jackson Avenue, Vernon Avenue and Newtown Creek to and under Manhattan Avenue, McCarren Park, Roebling Street and the Williamsburg Bridge Plaza and under private property to and under Bedford Avenue to a point near Fulton Street. At the date of this writing no decision has been reached on the connection to be made at the southerly end of this line.

The direct subway connection at the northerly end of the line was agreed upon in place of a connection at Jackson Avenue to the existing elevated structure. Provision had originally been made for this connection when the elevated line was built. The connection has since been used for providing a switchback east of the Plaza Station for B. M. T. large cars coming from Manhattan. This was not the reason for the change, however. There had been strong objections to the construction of a ramp from elevated to subway in Jackson Avenue on account of the obstruction it would offer to traffic. If constructed adjacent to Jackson Avenue on private property, it would obstruct development of the neighborhood and entail heavy property damages. As an alternative the subway connection was proposed to, and approved by, the Conference Committee of the Board of Estimate. This connection makes it unnecessary for cars to climb up to the elevated structure, and then run down again into the subway, thus reducing operating charges. It made a better alignment possible at the turn into Jackson Avenue, and also made feasible a station near Vernon Avenue. The station will be of great advantage, and will materially help the development of

the section. These advantages more than compensate for the increased cost of construction of the subway connection of about \$2,000,000.

A glance at the map indicates that the Brooklyn Crosstown Line crosses five rapid transit lines between the Plaza and Fulton Street, namely, Queensboro Subway, the 14th Street-Eastern Line, the Broadway "L," the Myrtle Avenue "L," and the Lexington Avenue "L." In addition, there will be a transfer connection at the Queensboro Plaza Station and probably a transfer arrangement at Fulton Street. This route will therefore be very convenient for the transfer of passengers from almost any section of Brooklyn or Queens to any other section that is served by rapid transit lines. At the present time it is necessary to do this via Manhattan if it can be done at all. It is expected that existing stations on lines crossed will be extended where necessary for convenient transfer from this line.

The line therefore should be of great assistance to the various industrial plants along the route, enabling workers to travel between their homes and places of employment. There have been considerable complaints in the territory to be served, that labor could not be obtained or held on account of lack of convenient transportation facilities to residential sections of Brooklyn and Queens. In order to correct this, some employers have gone to the expense of providing busses for the transfer of their employees to nearby elevated stations.

The line therefore is visualized by some as a great transfer line. It is, however, almost impossible to foretell just how its traffic will develop. It is quite possible that the line, especially if extended to a connection with the Brighton Beach Line, will act as a shunt for traffic from Manhattan travelling to South Brooklyn and Coney Island, thereby acting as a parallel line to Manhattan lines, and to that extent relieving them. It is possible, if the line is four-tracked, that it may be extended north of Queens Plaza. One plan provides for a connection from there to the Bronx, and another across the East River to Manhattan. In any case it is reasonably certain that the line will fill a long-felt need by providing rapid transit facilities where none now exist, both for present and future indus-

tries along the easterly shore of the East River, and will help to develop the shore for that purpose.

The stations on this route, similar to those on Route No. 78, are tentatively proposed to have island platforms so that when two tracks are added it will be readily feasible to change them to local and express lines. A single row of columns on this island platform will be the rule, and stairways isolated from

to be located on the west side of street, and when the additional tracks are built, an 8-ft. strip of private property will be needed in the vicinity of the station. At that part of Manhattan Avenue which is only 60 feet wide, a strip 28 ft. wide will be required.

The number of stations on the six-mile stretch between Fulton Street and the northerly terminus



columns as described for Route No. 78, so as to make the width of stairways the maximum width of obstruction on the platform. The streets through which this line will run are mainly 80 feet wide. This width is not sufficient for four tracks with island platforms 18 feet wide, as tentatively agreed upon. The two tracks to be constructed now are

of the line is 15. As a result of a public hearing on the location of stations held on September 13th, the Commission ordered a station located on Grand Street in addition to those tentatively proposed. The average distance between centers of station for this line, is now 0.4 of a mile. The stations, as proposed at present, are located as follows:

<i>Streets along which Route passes</i>	<i>Location of Stations</i>
North Jane Street	Hancock St. to Sherman Avenue.
Jackson Avenue	William St. to Prospect Street.
Manhattan Avenue	Mott Ave. to Pearson St.
Roebling Street	Sixth St. to Fourth St.
Williamsburg Bridge Plaza and Roebling St.	Dupont St. to Freeman St.
Bedford Avenue	Greenpoint Ave. to Noble St.
	Nassau Ave. to Driggs Ave.
	North 9th St. to North 7th St.
	Centered on Grand St.
	Centered on Broadway
	Keap St. to Hewes St.
	Lynch St. to Flushing Ave.
	Myrtle Ave. to Wiloughby Ave.
	Clifton Place to Lexington Ave.
	Putnam Ave. to Hancock Street.

The estimated cost of the line from connection to Route No. 61 at North Jane Street to Fulton Street is \$30,500,000. With 25% addition as allowance for carrying charges, engineering and superintendence, this becomes a total of about \$38,000,000.

The surveys for the Brooklyn Crosstown Line are being made by the First Division under J. O. Shipman, Division Engineer. The surveys for the Washington Heights Line are being made by the Second Division, under John H. Myers, Division Engineer. It is expected that the construction work will be similarly divided unless approval of other lines makes it necessary to change the arrangement.

Boring contracts to confirm information on sub-surface conditions will probably be let shortly. Progress is being made on designs of the structures, and it is expected that the construction of the contract will be rushed through. The Designs Division is planning to double its forces in order that the work may be turned out in a short time.

RADIO

It is too early to report the results of the canvass of radio fans in the Commission but the indications are that their number was greatly underestimated in the announcement in the November issue of the RECORD. The request for the names of all "fans" was intended to include both the men and women in the Commission and we hope that all will respond so that our list will be complete for the next issue.

The Radio Column will be run as long as it serves a useful purpose but its complete success will require the interest and cooperation of all "fans." It is the intention to make this column of real interest to those operating sets, through the exchange of ideas and experience. We hope to determine the type of the most popular set, the set receiving over the greatest distance and other similar information and it is expected that some form of competition may be arranged during the winter.

H. N. LATEY,

Engineer of Equipment and Operation.

A LAMENT

One morning recently the Transit Commission Poet Laureate wavered into the office a little later than his usual hour of 10:35, and fell weakly into his chair. Dusting the perspiration from a noble and pallid brow, and hurling his umbrella at the junior clerk, he moaned that a frightful atrocity had been perpetrated downstairs, and he was going to resign. Pressed for details he said that only Edgar Allan Poe and himself could do justice to it, and dipping his pen into the red ink, wrote furiously, while the entire office palpitated with terror and expectancy. The violence of his emotions quite destroyed his paper, but after he had recovered strength enough to go home, we deciphered on the varnish of his desk the following Cry of a Stricken Heart:

On a morning dank and dreary as I wandered weak and weary
From the entrance of the subway through the Transit building door,
As I came from Lafayette street with umbrella and with wet feet,
What is this above the grating that surrounds the elevating
Elevators that keep waiting travellers to an upper floor?

'Tis an installation hideous,
Obvious, hateful, vile, insidious,
With a meaning all invidious
For all consciences fastidious,
O'er the elevator door!

Clock of omen, clock of evil,
Who conceived thee—man or devil? Who stuck up
this engine hateful as a warning to the lateful,
On the grating of the door?
But that wretched clock keeps clocking, ticking,
tocking,
Ticking, tocking, as stenographers come flocking,
In a hurry to the door,
Late ones mocking something shocking,
Saying, "YOU've been late before—
Don't you do so, Nevermore."



The Commission Plays Santa Claus

THE BUREAU OF RAILROAD INSPECTION

BY LOUIS OPPENHEIM

Junior Engineer

THIS Bureau, formerly part of the Bureau of Equipment and Operation, was organized October 15, 1923. Its work consists in the investigation of accidents, the inspection and supervision of the devices for elimination and protection of grade crossings, the inspection of tracks, structures, car equipment, electrical and mechanical fixtures, including those on grade crossings; also the inspection of substations and cables, locomotive boilers, steam railroad cars and shops. Mr. W. L. Selmer was appointed acting Chief of the Bureau and is assisted by Messrs. Slipper, Freeman, Daniell and O'Neill.

In the middle of October, 1923, one of our Junior Engineers, an Isaak Walton who has already depleted the country streams of their inhabitants and whose occasional visits to those places have resulted in leaving many widows and orphans among the finny tribes, and who is also a Nimrod of some fame, set forth on a hunting trip to Ulster County. Armed to the teeth like Tartarin de Tarascon, and breathing defiance to all fish, birds, and reptiles, he crept cautiously to the edge of the wood where game was plentiful. Among the feathered tribe there is a language which human beings do not understand, and no doubt the fame of our hunter was communicated to the birds by that means: for one of the birds, a five pound pheasant, feeling that it was useless to flee from our mighty rifleman, came out into the open and committed suicide, with a little assistance from the gun. As a result of his prowess the gustatory anticipations of the inhabitants of a certain home on Washington Heights were well satisfied. We know that he shot the bird *and we can prove it*, because he brought the skin to the office and gave it to our own taxidermist, the Professor of Intellectual Philosophy and Chancellor of the Exchange.

Mr. Sender Schwartz, our popular Assistant Engineer and member of the General Committee of Civil Service employees, has returned to duty after being ill with rheumatism for five weeks. He has recovered from his indisposition and we trust he will remain in continued good health.

A certain well-known citizen of Staten Island is employed in this Bureau, and his fame is due to his wonderful exploit of daily braving the perils of that hilly little isle and crossing the wide and tempestuous expanse of water lying between Richmond and Manhattan. A rattler, tin Lizzie, benzine buggy, buzz wagon or flivver, was formerly part of his accoutrement for the trip but he recently bartered it for the American equivalent of billions of marks and

roubles. No more shall we hear lengthy disquisitions on chassis, ignition, carburetors, motors and one man tops.

If any of our readers have not yet heard the meaning of the latest wireless signal S. O. S. from beyond the three mile limit, we desire to inform them, in confidence, that it means Scotch On Sale.

In the organization of this new Department about half the pulchritude that was formerly part of the Bureau of Equipment and Operation has been transferred to us. The Equipment and Operation's loss is our gain.

If you should stroll into the Bureau of Railroad Inspection some day you will notice sitting at a desk in the corner a tall, quiet engineer. Let us introduce you to him! Charles C. Puckhafer is his name. He was born in New York City, graduated from the Public Schools here, after which he took a short course in an intermediate college. He then engaged in commercial pursuits for several years until he had sufficient funds to enable him to take a technical course. He then attended the course in Civil Engineering at New York University and was graduated with the degree of Bachelor of Sciences in Civil Engineering. He worked his way through college, being employed during the courses and attending all the summer sessions in order to make up for time lost on account of his employment. After graduation and on completion of a thesis, a report on work on which he had been engaged, he received the degree of Civil Engineer at the same institution. Since graduating he has had varied experience as designer, engineer and surveyor for private firms and in business for himself.

He joined the staff of the Commission in November, 1914, and was assigned to the Sixth Division where he had charge of the construction of the Coney Island Terminal. On the abolition of that Division he was transferred to the Bureau of Equipment and Operation and subsequently to the Bureau of Railroad Inspection.

Mr. Puckhafer now has charge of the Inspection of the Maintenance of the stations and structures of the elevated roads and subways. He is a good fisherman and hunter and also a radio fan. Though his manner is quiet and he sometimes looks stern there is a kind heart beating under his coat, as his colleagues will testify.

He is married and lives on Washington Heights and is very popular in the office. We hope he will be our associate for many more years.

Overheard at No. 49

Division Engineer—You are always grumbling about something.

Junior Clerk—Well, I'm glad you admit that I'm not grumbling about nothing.

But They Had Canes!

Professor—What! Forgotten your pencil again, Jones? What would you think of a soldier without a gun?

Jones (an ex-service man)—I'd think he was an officer.—Chicago Tribune.

THE WORK OF THE COMMISSION

By JAMES R. FERRIS

Assistant Division Engineer

THE contract for the construction of Section 3, Route 11-B, was delivered to the Gillespie Co. on November 14th.

David Levy began work on October 22nd under Agreement "CP" for changes in the railroad structure, Route 8, Section 5, in Bushwick Avenue for cross-overs. The contract was delivered October 18th.

The Commission on October 25th approved the application of the N. Y. R. T. Corp. for an order to the Wagner Engineering Co. for installing equipment in the shafts of the East River Tunnels at a cost of \$92,975.

October 24th D. C. Serber began work on the enclosures for the third addition to shops, Lenox Avenue and 148th Street Yards. The contract was delivered to him on that day. The work under this contract was described in the September-October, 1923, issue of the TRANSIT RECORD.

The Slattery Engineering & Construction Co. began work on November 7th on Agreement "CN," changes in subway structures and construction of ventilating flue at 32nd Street and Broadway. This contract was delivered on October 22nd. This work provides a ventilating flue to connect the fan chamber on the westerly side with gratings in Greeley Square Park.

The Commission has issued the following certificates of completion:

- Agreement "CA," Construction of transformer closets—B. T. & J. J. Mack, Inc., Contractor—Certificate issued October 30th.
- Agreement "CI," Test borings in Central Park and on proposed yard sites—Philip J. Healey, Contractor—Certificate issued November 7th.
- Union Square Passageway, Routes 5 and 8—Geo. Colon & Co., Contractor—Certificate issued November 7th.

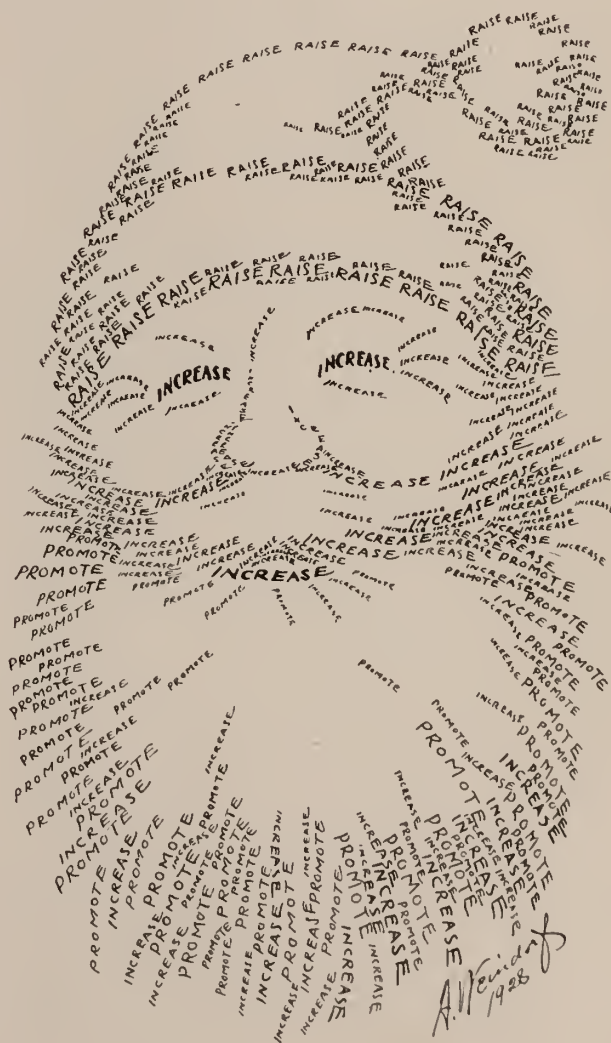
The Commission has opened bids for the following contracts and agreements:

- October 26th—Station finish at the Lawrence St. Station—4 bids received ranging from \$51,073.65 to \$61,020.50. Station Finish Corporation, the lowest bidder. Contract awarded October 30th and requisition made on the Board of Estimate.
- November 2nd—Construction of column footings, Route 52, Section 2—14 bids received ranging from \$149,830 to \$227,400—Gotham Construction Corp., the lowest bidder. Furnishing and erecting structural steel, Route 52, Section 2—5 bids received ranging from \$443,239 to \$473,223—Jobson & Gifford, lowest bidder. Agreement "CR," Relocation of entrance at 157th St. Station, 5 bids received ranging from \$51,911.50 to \$85,100—John Riches, lowest bidder. Installation of tracks,

180th St. Yard—2 bids of \$15,285 and \$16,380 received—McElroy & Kerwin, lowest bidder. These four contracts were awarded to the lowest bidders on November 3rd and requisition made on the Board of Estimate & Apportionment.

November 9th—Agreement "CU"—Signal tower in 239th St. Yard—3 bids received ranging from \$12,757.50 to \$13,365.40—John B. Roberts & Co., lowest bidder. The contract was awarded November 13th and requisition made on Board of Estimate & Apportionment.

November 13th—Installation of tracks, Jerome Ave. Yard—5 bids received ranging from \$59,878.75 to \$82,934.10—Slattery Engineering & Construction Co., lowest bidder. When this work is completed the operating facilities of the Jerome Ave. Line will be materially increased.



THE DESIGNS DIVISION

BY A. BRAHDY

WE, the Ventilation, Plumbing, Electrical, Mechanical, and Special Structures Chapter of the United and Independent Order of Subway Designers, wish to acquaint with the following those who in their great activity and ceaseless industry in behalf of transportation improvements do not realize the importance and scope of our work as part of the Designs Division:

That we, under the expert guidance of Mr. Charles Bock, the eminent plumber (erstwhile a lowly architect), design and lay out the plumbing equipment and all pipe layouts for public conveniences and comforts on all elevated and subway lines.

That we, under the guidance of genial "Mike" Serating, our duct and wiring expert, design and lay out all wiring, lighting equipment, duct lines, manholes and cable chambers for all subway and elevated lines.

That we, under the guidance of Sammy Toporoff, our blushing bridegroom, design and lay out all ventilation gratings for subways, emergency exits and fan chambers.

And, last but not least, under Joseph Epstein, the Napoleon of stairway construction, we design and lay out all stairs, signal towers and all structural work of every description that does not come with the rough and heavy work of the first construction contracts of new elevated or subway lines.

At the helm of this ship of industry, manned by such brilliant talent, we find Commander Albert Goertz, whose firm hand and keen eye captains our fate and shapes our course, ably assisted by George Abrayties, that eminent steel and concrete designer, whose reputation is aces high, except for the fact that he resides in a suburb of Yonkers.

Following Mr. Mallin's announcement that he had found money and was willing to return it to its rightful owner, a line formed at his desk of such length that the reserves had to be called out to keep order. The men were greatly disappointed when it was found out the sum was only \$10. They all claimed they missed a great deal more. Mr. Josefson guessed the right denomination and got the greenback—lucky Josefson!

The lucky one who lately received an increase in salary has distributed candy in celebration of the fact. The men on receiving the candy assured him that they felt very much indebted and hope to be able to reciprocate in the near future.

Jim Sampson, "the Army Man," was seen giving away jelly beans with his compliments. This burst of generosity explained itself when we saw Solomon frantically hunting for a "bag of beans" he had bought and paid for.

While the Commission is increasing its staff by taking on new men, the men themselves are taking on new responsibilities, as shown by the recent additions to the ranks of the married men.

On October 5th, Mr. Stephen M. Poutier went off surreptitiously to Buffalo and got himself mar-

ried. The discovery of this event was made through a news item in a Brooklyn paper.

Also, on October 28th, Mr. Joseph Schlam, in order not to be outdone, followed the illustrious example set by Mr. Poutier, and took unto himself a partner for life. Mr. and Mrs. Schlam spent their honeymoon on a tour through northern New York, Canada and the Middle States, including in their itinerary Niagara Falls. Both men received a warm welcome when they returned.

The Married Men's Club welcomed the newcomers into their ranks by the composition of a poem.

Cheerful Prospects

Schlam— Married life is full of strife,
And peaceful days are rare,
So before it was too late
We warned you to beware!

But— Now that you have gone and done
The thing we've done before,
We wish to say without delay
We'll give advice galore.

Remember— That from this November
You play the second fiddle,
Wife is first, wife is last,
And wife is in the middle.
You may want to go somewhere
Or you may want to rest,
But wifey thinks the other way
And her way is the best.

Then— Again, forget if you can
The day, the month, the season,
Do whatever you are told,
And ask your spouse no reason.

However— Schlam, Life is only a sham,
And all of us try for the best,
We have told you the worst;
It's up to you to find out the rest.

The star of the Designs Division base ball team, Arthur G. Pennefather, has resigned to accept a more remunerative position with the State Highways. We publish this primarily to cheer up our would-be competitor for the next season's honors on the diamond.

The Designs Division has been strengthened for inter-divisional contests by the recent acquisition of Harry Garfinkel, who was a member of the Cornell chess team in his happy college days.

The bill of fare at Suerken's Lafayette and Worth Street Restaurant contains this legend: "Soup 10 cents—without meal orders 20 cents." Anxious members of the Commission staff who lunch at this popular eating place have propounded two weighty questions to Counsel, to wit:

Is clam chowder soup? Does a sandwich constitute a meal?

Volunteers have been called for to bring a test case, and Counsel has agreed to carry the case up to the cash register for final determination.

ENGINEERING NEWS

THE October meeting held at the Engineers' Building on Wednesday evening, October 24th, was addressed by Mr. James H. Scarr, Meteorologist, U. S. Weather Bureau, in charge of the New York District. The announced subject was "Is It Going to Rain?" Mr. Scarr in his talk extending over an hour and twenty minutes explained the effects of climate conditions on individuals and their business and the relation of the U. S. Weather Bureau to the great industries of the country. The philosophy which he expounded to his hearers was much appreciated and after his informal talk and the answering of a number of questions by the audience, several of those present voiced their appreciation of the enjoyable evening afforded by Mr. Scarr's address. The attendance at the meeting was about 100 and included many from the Transit Commission.

On Saturday afternoon, November 3rd, a number of Municipal Engineers and their guests visited the demonstration plant of the Continuous Transit Co., Inc., at Jersey City and inspected the moving platform which has been constructed at Cornelison Avenue, between Montgomery and Mercer Streets. This platform which is in the form of a loop 200 feet long and 100 feet wide consists of three continuous parallel platform loops operating on speeds of three, six and nine miles respectively. The outside or nine mile platform is 550 feet long and 57 inches wide, provided with seats, each holding two passengers. This platform is propelled by the elements of an induction motor while the three and six mile platforms are driven by racks and pinions. Mr. Henry St. Clair Putnam, President of the Company, was present and explained to the visitors the workings of the platform and its application to the transportation of passengers under City streets. A very enjoyable and instructive afternoon was spent by those present.

The December meeting of the Society which will be held at the Engineers' Building, No. 29 West 39th Street, on December 26th, will be addressed by Mr. W. W. Brush, Deputy Chief Engineer of the Board of Water Supply, Gas and Electricity, on the subject "Water Waste, Its Detention and Prevention." Mr. Brush will be assisted in the presentation of the topic by several members of the staff of his department. A report of the Nominating Committee for officers for the year 1924 will be presented at this meeting.

At the October meeting of the Society, the Society's prize for the most meritorious paper from an engineering standpoint presented during the year 1922 was awarded to Mr. Amos Schaeffer, Consulting Engineer to the President of the Borough of Manhattan, for his paper entitled "Conservation of Existing Facilities for the Relief of Traffic Congestion." The prize consists of the Society's medal and a cash award.

FRANK R. FERRIS.

A large and enthusiastic gathering of members of the American Association of Engineers attended the campaign dinner held in Reed's Restaurant on the evening of November 19, 1923.

As usual the Rapid Transit section of the A. A. E. was well represented at this meeting.

After a series of short discussions by President E. G. Haines and others on matters pertaining to the engineering profession the principal speaker, Dr. Samuel F. Graflin, Religious Secretary of the West Side Y. M. C. A., was introduced. He chose as his subject, "How to Accomplish Big Things in a Big Way." His address was humorous, forceful and intensely interesting. He pointed out that for one to obtain big results in any large undertaking he must have an imagination, must have something to anchor to, have a sense of values and a definite working plan.

In conclusion he called attention to a Christmas card of his upon which he had printed, as nearly as can be recollected, the following:

"The cynic says, 'I could have made a better world than this.'

"The sage says, 'That is why God put you here, go ahead and do it.'"

C. M. KENDALL.

Several Engineers and Inspectors of the Bureau of Equipment and Operation and the Transit Bureau attended the 42nd Annual Convention of the American Electric Railway Association in October.

The Convention was held on Young's Million Dollar Steel Pier, Atlantic City, where the manufacturers of electric railway supplies exhibited the latest developments in this field. Considerable space was occupied by exhibits of motor buses which are much in the minds of street railway men at the present time. Several papers were read and addresses delivered on the subject of trackless transportation, which includes buses and trackless trolleys.

The latter are being more and more used in outlying territory, beyond the ends of trolley lines where the traffic does not yet warrant the laying of tracks. The overhead trolley wires are erected in such a manner that as little change as possible is necessary when tracks for the operation of cars are installed, and the trackless trolleys, in such cases, can be operated at much lower cost than motor buses.

The railway men, as was evidenced by discussions at the various meetings, realize that buses and trackless trolleys have important uses in their proper places and do not look upon them as a bug-a-boo as some did only a few years ago.

One speaker, however, told of a well patronized bus line which parallels a railroad between two cities in the middle west; the running time of the buses is one hour and twenty minutes longer, and the fare fifty cents higher than by the railroad. The railroad barely pays expenses between these two points.

This shows that people are willing to pay for comfort, and buses which are as comfortable as Pullman cars are increasing in number and running regularly between cities separated by hundreds of miles.

One company has developed an eight wheel bus which is said to be the most comfortable riding vehicle yet designed and, for several reasons, exceptionally economical in operation.

Buses have come to stay, and there are many uses, in both city and interurban service, to which no other method of transportation is so well adapted.

W. C. WHISTON.



PERSONALS

Possibly about you

"ROMANCE," says an unabridged authority, "is a wonderful prose or poetical tale growing out of a cycle of medieval legends." A romance, growing out of a series of modern applications of affection and reciprocal devotion, void of legendary origin, has long since secretly developed within our midst; a romance which has culminated in a substantive union of two enamoured employees. On Saturday, August 11, 1923, Miss Nan St. Clair Hiney, stenographer in the Secretary's Office, was married to Harold J. Cloutman, Assistant Counsel of the Legal Department, at the home of the bride's parents in Albany. After a brief honeymoon at Saratoga Springs, Mr. Cloutman returned to his desk informing us of the transfer of our former faithful proceedings compiler to duties commensurate with her new position as household manager. His gain is our loss. As a token of remembrance their fellow employees presented the newlyweds with a set of Limoges china.

Mrs. John Hynes has the honor of announcing the marriage of her daughter, Gertrude Veronica, to Mr. Richard Ambrose Malone on Saturday, the twenty-seventh of October, one thousand nine hundred and twenty-three, at the Church of Saint Francis Xavier, Brooklyn, New York.

The Chief Engineer has received copies of the issues dated July 10, and July 24, 1923, of *Der Elektrische Betrieb* of Munich, Germany, in which appears an article by Dr. Ing. William Mattersdorff, Director of the Hamburg Elevated Company, on the Dual System of New York Rapid Transit.

Beginning with a short survey of the rapid transit lines existing prior to the Dual System and a description of the new lines of the Dual System Dr. Mattersdorff outlines the main provisions of Contracts 3 and 4, describes various phases of construction on Lexington Avenue, under the Astor House, Chambers Street Station on Centre Street Loop, Third Tracking of the Elevated, River Tunnels, etc., and compares the old and new systems of rapid transit.

The article closes with a sketch of the operation of the various trunk lines accompanied by traffic charts, operating schedules and operating statistics.

Joseph C. Gotzen, Junior Assistant of the First Division, announces the birth of a son on Nov. 9th. Mr. Gotzen, who was in the service and severely wounded in the shoulder, is one of the men who have been placed in the Commission by the Veterans' Bureau.

The members of the Track Division were deeply grieved and shocked to learn of the fatal accident which befell the youngest child of Track Inspector P. J. Schwartz, a boy six years old. While playing in front of his home in East 79th Street on November 10th, he was struck by an automobile and died as a result of his injuries two days later. We extend our deepest sympathy to Mr. Schwartz and his family in their sad bereavement.

A visitor was standing in the lower hall a few days ago waiting for an elevator, and he observed the new clock hanging on the elevator cage. Both of the hands were on 12. He looked up at the clock a few moments, then remarked: "That's a fine new indicator you have up there, but it takes a long time for one of those elevators to start down from the top floor."

JOSEPH L. HUNT,

Track Division.

It will be of interest to the readers of the RECORD to note that the principals of the Gotham Construction Company, to whom the contract for constructing column footings for Route 52, Section 2, Flushing Extension has been awarded, are men well known in the Commission.

Wm. G. Cooper, formerly of Wm. G. Cooper, Inc., which Company had the contract for constructing column footings for Route 31, Livonia Avenue, is the President of the Gotham Co. St. John Clarke who was General Inspector of Designs in the Rapid Transit Commission from May 14, 1900, to May 16, 1905, is Vice-President of the Company and George Hallett Clark who was Sr. Asst. Engr. and Division Engineer of the First Division from March 14, 1900, to December 15, 1909, is Secretary and Treasurer. Mr. G. H. Clark was Engineer for the Holbrook, Cabot & Rollins Corp. in charge of Construction of Section 3, Routes 4 and 36, Broadway-4th Ave. Subway, subsequent to leaving the employ of the Commission.

Martin I. Kohn, Junior Engineer of the First Division, recently made a two-weeks stay in Chicago looking over the field to endeavor to connect with some business, other than engineering, in that city.

Although Mr. Kohn has returned to his duties with the Commission, he still has a longing for the stock yards and the pretty girls of the Windy City.

We have always been of the opinion that Naval Officers lived the life of "Riley" while aboard ship. This impression was rudely shattered however when Capt. J. T. Kane returned recently from a naval cruise of Destroyers, minus 6 inches of girth and looking hard as nails.

WHAT DO YOU SPEND?

By JOSEPH L. HUNT

Track Division

IN AN article published in one of the morning papers recently, the Metropolitan Savings Bank stated that two can live more cheaply than one: that is, it will not cost two persons living under one roof as much as if they were living separately. They attempted to show that by living economically on an income of \$35.00 per week two persons ought to save not less than 2.00 per week. On this basis without any increase in income their savings if put into the bank would in 25 years accumulate to nearly \$4,400. They also showed proportionate savings for incomes up to \$100 per week, which were amazing. The article contained the following budget, which purported to show the maximum expenses for a weekly income of \$35.00 on which two people can live "without discomfort":

Budget per year

Food	\$550
Husband (clothing) ..	\$121
Wife (clothing)	166 287
Housing, fuel, light.....	439
Miscellaneous	490
<hr/>	
Total.....	\$1,756

The writer, who is head of a household and has had twenty years' experience in trying to live within his income, has attempted to analyze the minimum expenses for two under present-day conditions and submits for criticism the following list of items which constitute the necessary expenses of an ordinary household consisting of a couple without children:

Minimum Expenses

<i>Food per day</i>	
1 bottle of milk.....	\$.15
Bread or rolls.....	.10
Meat or fish.....	.50
Vegetables25
Fruit or dessert.....	.10
Cereals, flour, coffee, tea, sugar and other food necessities25
	<hr/>
	\$1.35
Ice (average daily)....	.10
	<hr/>
	\$1.45 x 30.....
	\$43.50
Rent	50.00
Gas and electricity	3.00
Clothing, hats and shoes, etc. (incl. repairs) ..	20.00
Laundry	3.00
Insurance, fire and life.....	10.00
Amusements and luxuries	4.00
Doctor, dentist, optician, barber, etc.....	4.00
Husband's carfare, lunch, papers, smokes, etc.	16.00
Other carfares	3.00
Church and charity	2.00
Furniture, kitchen utensils, and other house furnishings	5.00
Other commodities	1.00
	<hr/>
	\$164.50
\$164.50 x 12.....	\$1,874.00 per annum

I am sure many will agree with the writer that a number of these items are ridiculously low and in some instances totally insufficient. This allows nothing for savings or comforts and if there are children the total must be increased at least 25% for each child. It will thus be seen that a salary of \$2,100 is the absolute minimum on which two people can live without discomfort, and this will allow nothing for the proverbial rainy day.

Editor's note: If this subject rouses anything like the same interest in others that it does in us the RECORD ought to be deluged with protests, suggestions, and approvals—ranging all the way from "It Can't Be Done" to "What Rank Extravagance!"

ONE WAY TO SAVE

By B. S. BLATTEIS

Designs Division

THE existence of the Association of Civil Service Stores has proved of considerable benefit to those who have taken advantage of the opportunities which it affords as a medium of saving on purchases. About 20% of the employees of the Commission are members of the Association. The other 80% should also interest themselves therein, in order to help increase the membership to an extent that will warrant the large department stores to offer some inducements to the Association members. The Sixth Edition of the Store Directory will be out in December, containing a list of many new stores.

Life membership in the Association is only \$2.00; no other dues or assessments.

Following is a list of places where shoppers can obtain discounts on purchases at the time they are made upon presentation of identification cards; the co-operative stores listed below are also being patronized by members of the National City Bank, Guaranty Trust Company, American Railway Express Company, Otis Elevator Company and other large corporations.

Men's Wear—Clothing

Jacobs & Harris, 157 William Street.....	10%
Krebs & Ackerman, 1149 Broadway.....	10%
B. Gans, 94 Broad Street.....	20%
N. Luxenberg & Bros., 841 Broadway	Wholesale prices

Hosiery

Greenville Knitting Mills, 350 Broadway	Wholesale prices
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Women's Wear—Dresses

I. Martin, 309 Fifth Ave., Room 400	Wholesale prices
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Radio Equipment

International Electrical Supply Co., Inc., 29 Broadway	25%
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Household Furnishings and Supplies

<i>Electric Lamps, etc.</i>	
Bozart Lighting Co., 8 Warren Street.....	20%
<i>Paints, Varnishes, etc.</i>	
Shellac Co. of N. Y., Inc., Woolworth Bldg.	15%
<i>Furniture, Lamps, etc.</i>	
David Van Blerkom Co., Inc., 113 W. 17th St.	Wholesale prices

- Florist*
E. C. Koenig, 148 E. 59th St.20%
- Garden Supplies*
Vaughan's Seed Store, 43 Barclay St. .5% to 20%
- Leather Goods*
Doyle Bros., 40 Cortlandt St.25%
Chas. W. Wolf, 22 Cortlandt St.25%
- Photo Supplies*
Pach Photograph Co., 111 Broadway.25%
- Sporting Goods*
Davega, at all six stores.10%
- Auto Supplies*
Pedersen & Flanagan, Inc., 97 Reade Street
Variable Discounts
- Optical Service and Supplies*
Eye Specialists
H. Nathan, 589 Columbus Ave.10%
Samuel Semuels, 116, Nassau St.15%
8610 20th Avenue, Brooklyn
- Supplies*
Toric Optical Co., Inc., 115 E. 23rd St.25%
- Sporting Goods*
Athletic Outfitters
Alex Taylor & Co., 22 W. 42nd St.
Individual purchases 20%
Team Equipment 33 1-3%
Schoverling, Daly & Gales, 302 Broadway
Kodaks 15%
Sporting goods 20%
- Oculist and Optician*
Herman Ehrlich, all stores.10%
- Motor Supplies*
G. J. Seedman Motor Supplies Co., Flatbush
Ave. Extension at Fulton St., Brooklyn
Wholesale prices
- Home Furnishings*
Interior Furnishings.
Donald McLagan, 10 E. 43rd Street
Various discounts

THE GENERAL COMMITTEE

By C. M. KENDALL

Chairman Publicity Committee

"Rome was not built in a day."

To those impatient ones who have been inquiring as to what the General Committee has been doing recently, the answer is that the grass hasn't been growing under its feet. The Executive Committee has presented those matters which have been referred to it by the General Committee to the executives for their consideration and have received their co-operation. It must be realized, however, that in an organization of the kind and size of the Transit Commission considerable time must necessarily be consumed in passing upon matters affecting employees, in order to do justice as far as possible to all employees and at the same time keep within the rules and regulations governing matters of this kind.

The following is suggested as the most effective way for an employee to obtain information as to what the Committee is doing:

Consult your representative on the Committee. Don't expect the representative to see each one of you individually. If your representative fails to attend the meetings and as a result cannot give you the information you are seeking, get in touch with any member of the Executive Committee. Before doing this, however, impress upon your representative that it is his duty to attend the meetings as he was elected to represent you.

By the time this article goes to press, it is hoped that the results of the hard work of the Committee will be apparent.

Apropos of the activities of the Transit Employees' General Committee, the following excerpt from a speech recently delivered by an officer of the Pennsylvania Railroad shows the opinion of big business regarding such employees' organization.

C. W. Garret, assistant to the vice-president in charge of personnel of the Pennsylvania Railroad System, read a paper prepared by Elisha Lee, vice-president of the Pennsylvania System, on "Supervision and Discipline." Mr. Lee's paper described the employee representation system in the railroad management and told of its success. He said:

"Looking at things fairly and squarely, and considering the effect employee representation has had upon disciplinary control, one familiar with the facts must declare that employee representation has not only not reduced the disciplinary control by supervisory officers over the employees, but that on the contrary, disciplinary control has been strengthened.

"But the results of the plan do not stop here. There is a constructive co-operation on the part of the employees and their representatives which is helping to bring about greater efficiency, greater production, the elimination of waste and the elimination of the need for discipline by making each employee feel that he is a responsible unit in the organization."

And They Still Fall

"That's just it, boss," said Sam. "I shore did tell that pahson that I took that gal for better or wus. But, boss, dat gal is wus'n I took her to be."

When is the best time to become interested in THE TRANSIT RECORD? Every Month.



A Solution of the Transit Problem



The TRANSIT RECORD in its new form was sent by the Secretary, Mr. Walker, to a number of those formerly associated with the Commission, with a request for letters of criticism or approval. These letters will be printed from time to time.—Editor.

October 24, 1923.

My dear Mr. Walker:

I am in receipt of yours of October 19th, sending me copy of the TRANSIT RECORD, which I have looked over hastily with great interest. I am glad to know that this is being printed and I shall be glad to subscribe if it has a subscription list.

You are right in assuming that I give thought to the work of the organization, with which I was formerly identified, and I can assure you that I am very deeply interested in the success of the important work which is committed to the care of this body, connected with which are so many of my old time friends. It is a great regret to me that I do not meet oftener the men who were there at the time I was Chairman of the Commission, for I came to understand them and their devotion to duty and to regard these associates as my personal friends.

I hope I will see you before long and if you are in this part of the town be sure to drop in to see me.

Sincerely yours,

W. R. WILLCOX

(Former Chairman).

October 24, 1923.

My dear Mr. Walker:

Thanks for your letter enclosing a copy of the TRANSIT RECORD, which I have read with great interest. I have followed the work of the organization of which you are secretary since the Commission was appointed. I think, in a trying position, they have done all that could be done and their accomplishments are characterized by not only devotion to public interest but by ability and integrity, as was to be expected from the three gentlemen in charge, for all of whom I have the greatest respect.

With kind regards,

Yours sincerely,

SERGEANT CRAM

(Former Commissioner).

I include the Secretary.

October 27th, 1923.

Dear Mr. Walker:

I have read with much interest the September-October issue of the TRANSIT RECORD. This newsy publication brings vividly to mind again the pleasant days I spent as a member of the Staff of the Tran-

sit Commission's predecessor, the Public Service Commission for the First District. I doubt if any department of our State and Municipal Government ever marshalled a group of men and women more competent, unified, loyal and hard-working, than those who composed the staff of the regulatory and supervisory Commissions in this State and city since 1907. Fortunately, the vicissitudes of politics and of structural changes in the Commissions have not impaired substantially the personnel or the morale of the expert staffs, and I note with great satisfaction that the important positions of counsel, secretary and executive officer of the Transit Commission are each filled now by men who for many years rendered faithful and highly efficient public service in subordinate posts.

The news items chronicled in your paper indicate to me that the solidarity, good fellowship, and excellent "team-work" of the Staff in former years have been in no way impaired. Thus a unique aspect of the work of the technical and administrative staffs of the Commission is continued, as it should be. No doubt the TRANSIT RECORD helps to that end. Through its columns, I send, to all those with whom I worked in days gone by, my most cordial felicitations and best wishes.

Sincerely yours,

WM. L. RANSOM

(Former Counsel).

Oct. 29, 1923.

To the Editor of the TRANSIT RECORD:

Chairman McAneny in his greeting to the Staff in the last number of the RECORD said that during more years than he cared to admit he had learned that the Commission Staff was in a class by itself. In one respect I have more courage than the Chairman. I admit that next year it will be thirty years since I became the Chief Engineer of the Rapid Transit Commission, and nearly a quarter century since I organized the first staff. Of the men who served with me then in those early labors in a virgin field where there were no precedents and no guiding experience, many are still serving the city. The Chairman has named a few. There are others still in service, others are retired, while some have gone to their last rest. The Chairman and I are quite in accord as to the qualities of the Staff. For thirty years there has never been an adverse criticism of it. It is my great luck that I was once a member.

To the Staff all hail! To the Commission all success! To the RECORD in its new form good luck!

WM. BARCLAY PARSONS

(Former Chief Engineer).

Dear Mr. Walker:

Many thanks for the copy of the TRANSIT RECORD which I received with your letter under date of October nineteenth. I hope that you will continue me on your mailing list, as I enjoy very much hearing from all of my old friends with the Commission.

Very truly yours,
C. M. HOLLAND
(Former Tunnel Engineer).

October 24, 1923.

Dear Walker:

It was like old times to get a copy of the TRANSIT RECORD, and conditions cannot greatly have changed since my day, as I notice several pages devoted to concrete bomb proof shelters, always a handy thing to have in serving the public. Without something of the kind I am sure that some of the familiar names in the number you sent to me would long since have been wiped off the records of the Commission. Can you imagine Hutch going unscathed about his perilous business of flitting from rail to road without six or eight inches of concrete between him and the embattled corporations? or Fullen, with his well earned honors, going as a lamb to the slaughter of the estimates unless a capable body of engineers had foreseen and guarded against the barrage?

The strength of the Commission is and always has been in its spirit and in its ability to act fearlessly and as a unit, and the public always appreciates an honesty that carries on in spite of all obstacles. The TRANSIT RECORD's opening communication from the chairman to the Staff shows that this spirit is recognized and appreciated, and I am not alone in my conviction that the next few years will see the greatest and most useful construction in solution of the city's transportation problems.

I appreciate the TRANSIT RECORD and look forward to the arrival of the next number.

Very truly yours,
ARTHUR DU BOIS
(Former Asst. Counsel).

Oct. 24, 1923.

Dear Mr. Walker:

Many thanks for your letter of Oct. 19th with copy of the TRANSIT RECORD for September and October, 1923. I shall be very glad to receive this publication so long as the present Transit Commission is in office and through it to hear of my many friends upon the Staff of the Commission. I shall always look back with much pleasure upon my association with it.

With kindest regards to all of my friends in and with the Commission and best wishes for the continued success of its constructive programme, I am,

Yours faithfully,
HOWARD THAYER KINGSBURY
(Former Counsel).

Dear Sir:

The September-October issue of the TRANSIT RECORD is received, and has been read with keen interest. The cover page is especially attractive and will be interesting to those of old-time memory. The elevated train is a classic. What matters it if the bob-tail street car has two tired horses instead of one, as some of us remember it, and the stage

carries trunks for week-end visits to Harlem? These are mere incidents in the scope of general progress in city transit from the days of old New York to the present day of the skyscraper, the dirigible and the aeroplane. The cluster of modern buildings illustrates better than words the basic difficulties of the transit situation of the present time. May the angel of hope and light, as pictured above, guide us to the happy solution of our present problems.

The cheering words of Chairman McAneny are well deserved. No engineering organization with which I have been connected, whether of public or private employ, has been more efficient and faithful in its work: a tradition well earned and well guarded, which has come down from its inception some twenty-five years ago.

A publication such as this gives life and spirit to an organization, and relieves the monotony of routine work. It is an asset of efficiency.

Very truly yours,
HENRY B. SEAMAN
(Former Chief Engineer).

Nov. 1, 1923

My dear Mr. Walker:

Many thanks for sending me the current number of the TRANSIT RECORD. I have read its contents with deep interest. It certainly reflects much credit on those responsible for its appearance and I am sure it will be useful in many ways.

It recalls a very interesting experience in my life—made so in part by the fine men and women on the Staff. When I entered upon my duties in the Board the Staff was honeycombed with—courtesy and efficiency. The Law department with Judge Ransom at its head and his brilliant assistants always gave us absolute confidence in our legal position, and Mr. Ridgway, handsome Dan Turner and the other high class engineers—always made us feel that we were not working in the dark. It is most agreeable for me to recall that in the period of my service I never had an unpleasant word with one of my associates on the Commission or with any member of the Staff.

I have followed with constant interest the work of the new Commission, all men of high character and capacity and in my opinion solidly entrenched in the confidence of the community. More strength to their elbows say I.

With assurances of deep personal regard and with greetings to all my old friends, I am

Faithfully yours,
CHAS. BULKLEY HUBBELL
(Former Commissioner).

October 30th, 1923.

Dear Jim:

Thank you for the copy of the TRANSIT RECORD, which you have recently revived. I wish you every success for it. I do not know when I can find time to become a contributor to it. Some day when you are down our way why don't you come in about lunch time.

With best regards, I am,

Yours truly,
WM. HAYWARD
(Former Commissioner).

